

ABSTRACT

WA-II-~~437~~ 437

C. 1867

B & O Bridge, Antietam Creek
Keedysville Vicinity
private

The timber trestle which carries the Washington County branch of the B & O Railroad between two bluffs flanking the Antietam Creek is significant for its architecture, for the engineering expertise it displays and for its contribution to commerce, communications and transportation in Washington County for over 100 years.

Nearly 400 feet in length, the trestle is known locally as one of the longest bridges on the B & O Railroad. It is unique in that it is believed to be the only timber trestle or "western type" bridge in Maryland and possibly in the eastern United States.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

WA II-437

30

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
B & O Bridge, Antietam CreekAND/OR COMMON
Long Bridge

2 LOCATION

STREET & NUMBER Chessie System Harpers Ferry - Hagerstown Spur Line
over Antietam Creek northwest of KeedysvilleCITY, TOWN
Keedysville☒ VICINITY OF☐ NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT
SixthSTATE
MarylandCODE
24COUNTY
WashingtonCODE
043

3 CLASSIFICATION

CATEGORY

☐ DISTRICT
☐ BUILDING(S)
☒ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☐ PUBLIC
☒ PRIVATE
☐ BOTH
PUBLIC ACQUISITION
☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☐ OCCUPIED
☒ UNOCCUPIED-abandoned
☐ WORK IN PROGRESS
ACCESSIBLE
☐ YES: RESTRICTED
☐ YES: UNRESTRICTED
☒ NO

PRESENT USE

☐ AGRICULTURE
☐ COMMERICAL
☐ EDUCATIONAL
☐ ENTERTAINMENT
☐ GOVERNMENT
☐ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☐ PARK
☐ PRIVATE RESIDENCE
☐ RELIGIOUS
☐ SCIENTIFIC
☐ TRANSPORTATION
☒ OTHER: abandoned

4 OWNER OF PROPERTY

NAME
The Chessie System (Mr. John W. Hanifin, President) *Mr. H. J. Watkins, Chairman/President*STREET & NUMBER
2 North Charles StreetCITY, TOWN
Baltimore

VICINITY OF

STATE
Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Washington County Courthouse

STREET & NUMBER

CITY, TOWN

Hagerstown

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

DESCRIPTION

CONDITION	
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED

CHECK ONE

☒ UNALTERED
☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This timber trestle carries the Washington County branch of the Baltimore and Ohio Railroad, now part of the Chessie System, over the ravine formed by the Antietam Creek northwest of Keedysville, Maryland.

The Washington County branch of the B & O is a spur which extends from Weverton at the main line on the Potomac River for 24 miles to Hagerstown. Construction of this section of railroad was completed in November of 1867.

The wooden bridge, approximately 400 feet in length, is supported by a series of timber bents resting on concrete sills. The structure is joined with metal bolts. Abutments and piers are of coursed stone. It would appear that most or all of the original wooden timbers have been replaced.

Although this spur line has been abandoned in recent years, the bridge is, at present, in good condition.

SIGNIFICANCE

WA-II-437

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES C. 1867

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The timber trestle which carries the Washington County branch of the B & O Railroad between two bluffs flanking the Antietam Creek is significant for its architecture, for the engineering expertise it displays and for its contribution to commerce, communications and transportation in Washington County for over 100 years.

Nearly 400 feet in length, the trestle is known locally as one of the longest bridges on the B & O Railroad. It is unique in that it is believed to be the only timber trestle or "western type", bridge in Maryland and possibly in the eastern United States.

Sometimes called "Long Bridge" the structure is part of a spur line which branched from the main B & O Railroad at Weverton near Harpers Ferry, W. Va. Although a route was proposed from Harpers Ferry to Hagerstown shortly after the B & O opened its line along the Potomac River in 1834, the spur was not opened until after the Civil War. The track was first used on November 22, 1867, for a consignment of wheat sent to Baltimore. Prior to the opening of the Washington County Branch there was no direct rail service from Hagerstown to Baltimore. It was an important asset to farmers and manufacturers in Washington County who depended on rail transport of the crops and products.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

WA-II-437

Scharf, J. Thomas. History of Western Maryland. Philadelphia, Pa.:
Louis H. Everts, 1882.
Williams, T.J.C. History of Washington County. Hagerstown, Md.:
Mail Publishing Co., 1906.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 4 acres

UTM REFERENCES

A	18	2667210	4376000	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Paula Stoner Dickey, Consultant

ORGANIZATION

Washington County Historical Sites Survey

DATE

August 1976

STREET & NUMBER

County Office Building, 33 West Washington Street

TELEPHONE

791-3065

CITY OR TOWN

Hagerstown

STATE

Maryland 21740

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ☐

STATE ☒

LOCAL ☐

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

John N. Pearce 4/19/77

TITLE

DATE

FOR NPS USE ONLY

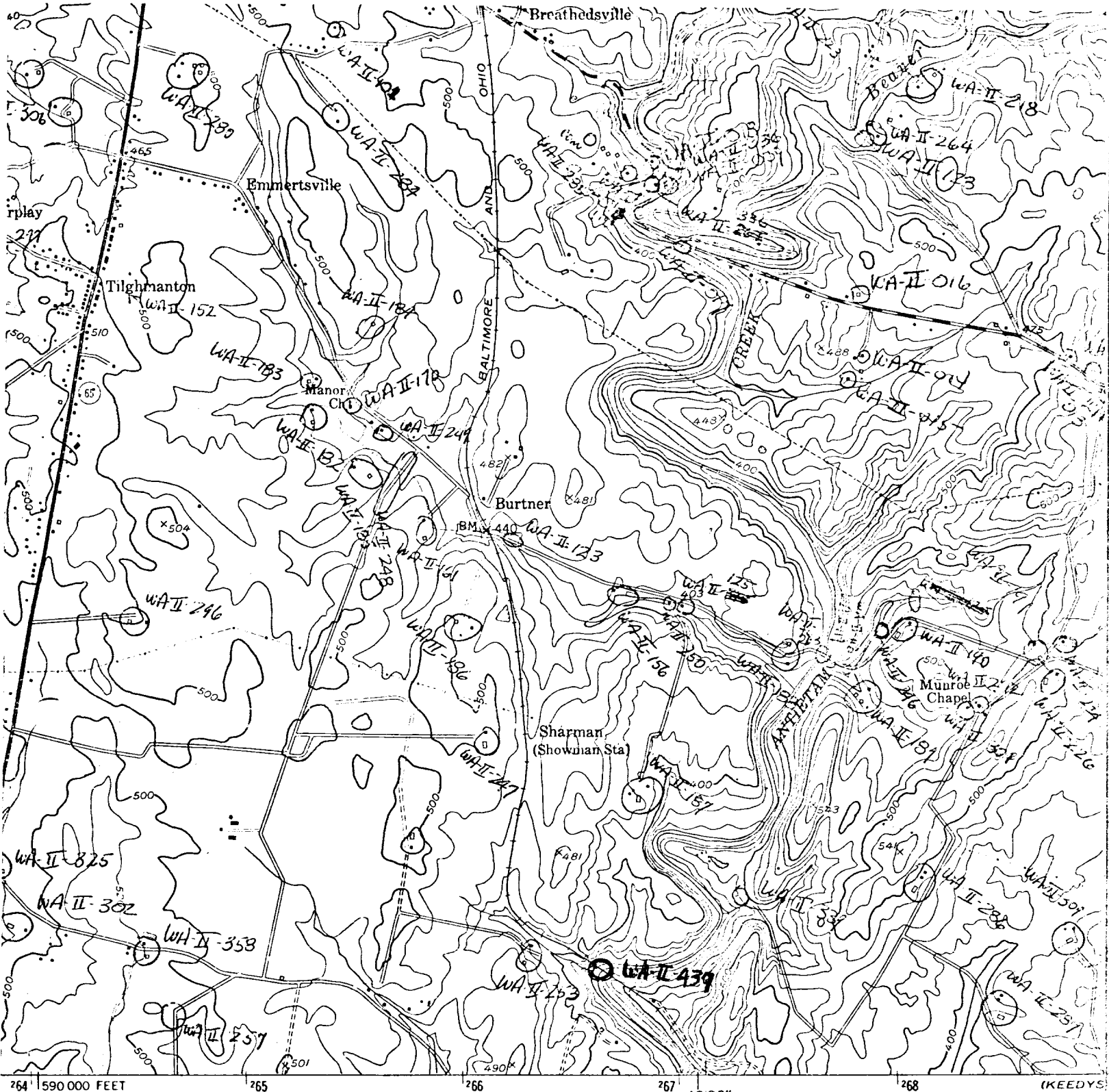
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

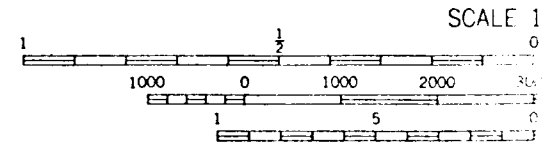
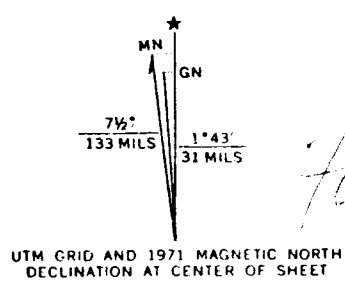
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

KEEPER OF THE NATIONAL REGISTER

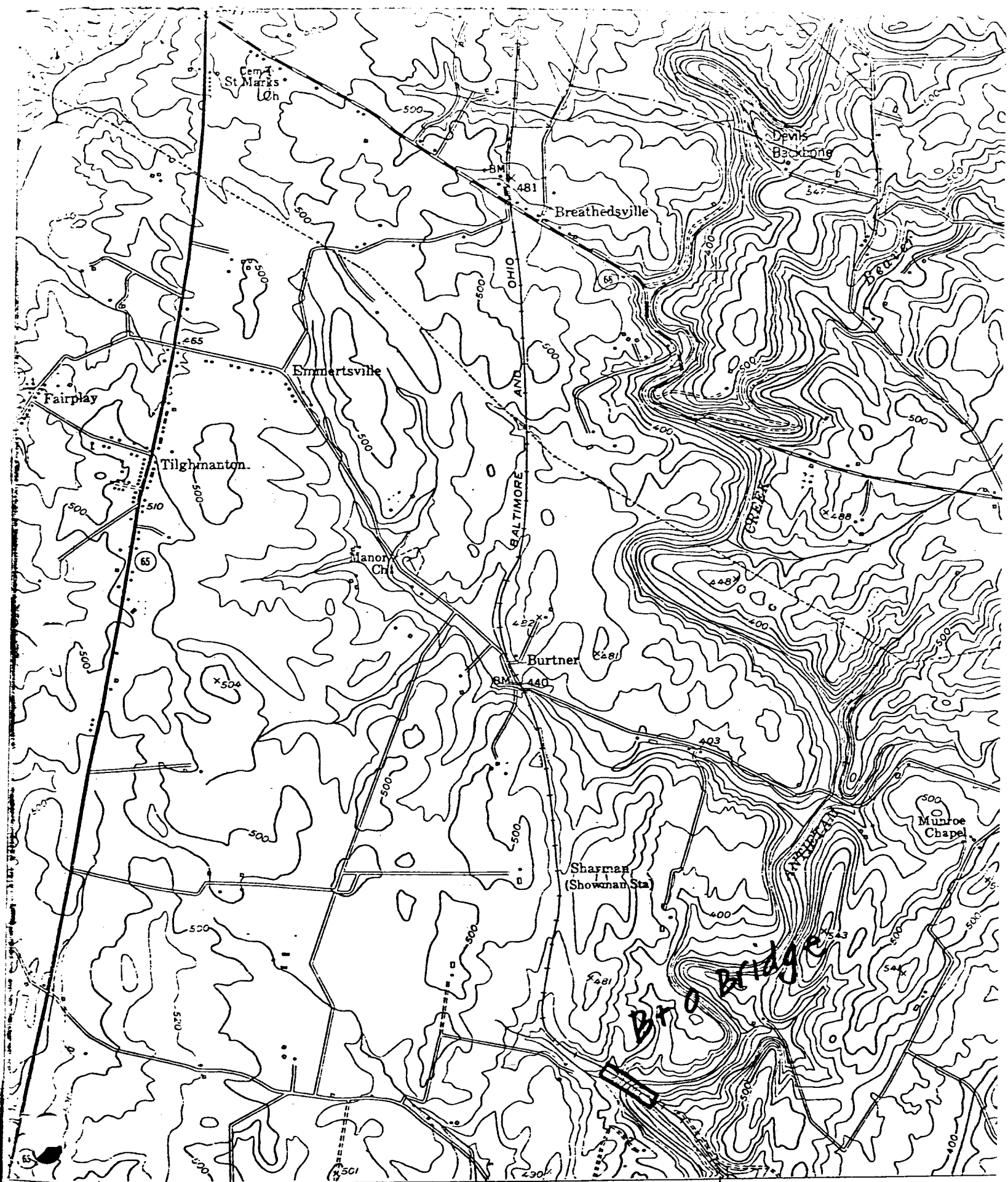


URG 28 MI.
 by the Corps of Engineers, U. S. Army
 and published by the Geological Survey
 USGS, USC&GS, and USFS
 y from aerial photographs by stereophotogrammetric
 Aerial photographs taken 1943
 ised by the Geological Survey 1953
 proje 1927 North American datum
 ot gic. used on Maryland coordinate system
 er Universal Transverse Mercator grid ticks,
 shown in blue
 shown in purple compiled by the Geological Survey from
 ographs taken 1971. This information not field checked
 t indicates extension of urban areas



Faintown Quadrangle
 WA-II-437

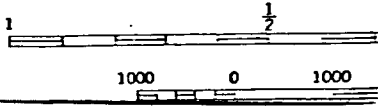
THIS MAP COMPLIES WITH NATIONAL
 FOR SALE BY U. S. GEOLOGICAL SURVEY
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS



590 000 FEET
HARRISBURG 2.8 MI.
Mapped by the Corps of Engineers, U. S. Army
Edited and published by the Geological Survey
Control by USGS, USC&GS, and USFS

Funkstown Quadrangle

42°30' WA-II-437





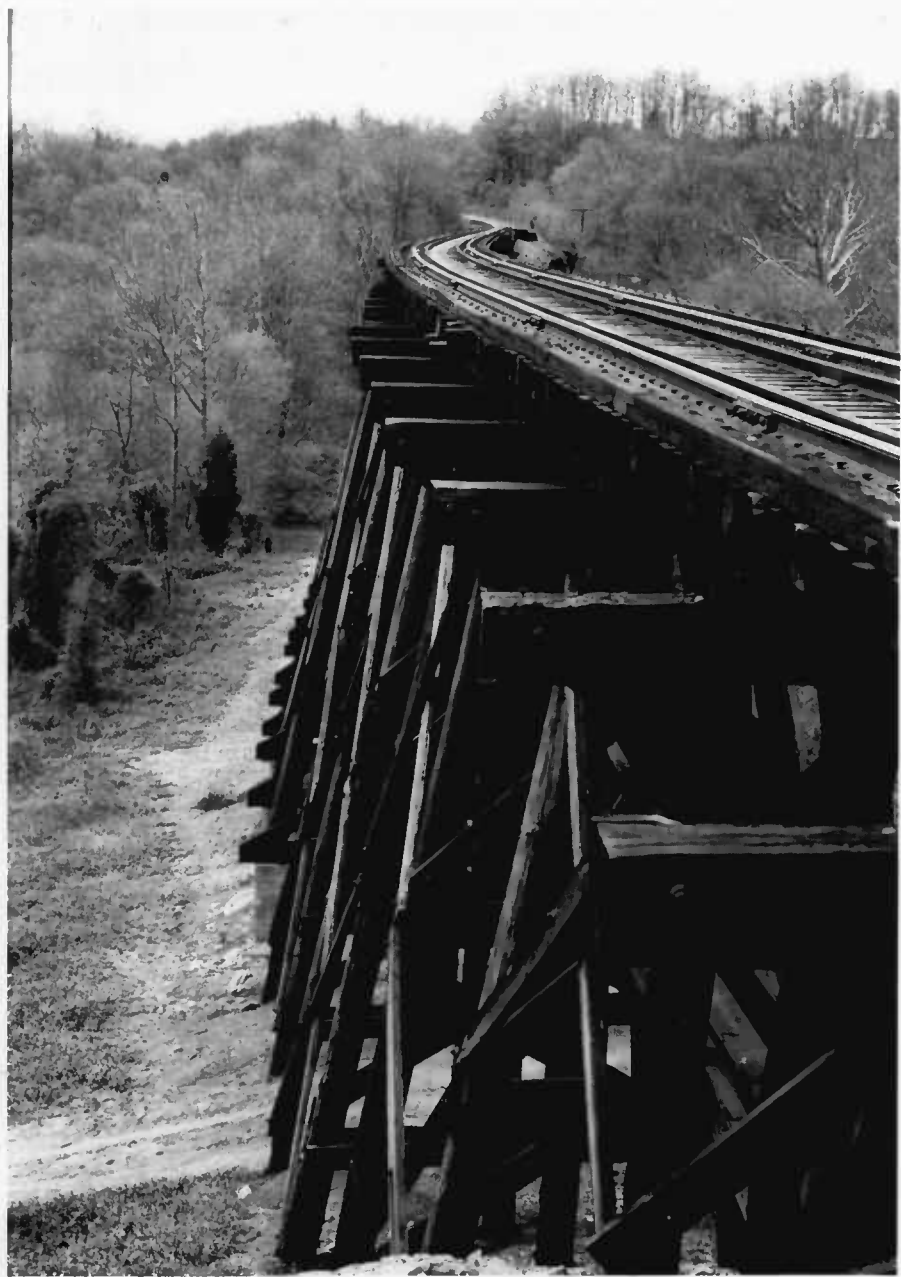
WA-II-437

B-O BRIDGE, ANTIETHAN
CREEK



WA-II-437

B to BRIDGE, ANTIETAM CREEK



WA-II-437

B+O BRIDGE, ANTETAM CREEK